

Montana and the sky



Department of Transportation - Aeronautics Division

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Terry Surratt Winter Survival Clinic

MAY 6 1994

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The first Terry Surratt Winter survival Clinic was held March 4-6, 1994. The Aeronautics Division discontinued their annual winter survival clinic several years ago due to lack of funding.

Because of the tragic death of Terry Surratt who's iced up airplane went down during a winter snow storm the night of January 29, 1992, a memorial was set up by Terry's widow Debbie to reinstate the winter survival clinic.

Debbie chose to reinstate the winter survival clinic because Terry had survived his crash only to perish due to exposure because he had no survival knowledge or skills.

Additional funding was donated by the family of Roger Copeland who went down over Mullen Pass in September 1993.

The 1994 clinic was a big success with the weather cooperating, maybe a little too much. The temperatures dropped below freezing during the night but was warmer during the day causing snow melt.

Skip Stoffel and Chuck Thuot of the Emergency Preparedness Institute instructed the program both in the classroom and in the field.

There were classroom programs both Friday night and Saturday morning and then about one-half (20) of the participants went to the field "hands-on" training at a location near the Lincoln Airport on Saturday afternoon until Sunday afternoon.



Participants in the winter survival clinic inspect the finer points of a shelter made with parts from a "downed" airplane. More photos of the clinic appear on page 7.

Everyone built shelters, some in the trees, some in the snow and some a combination of both.

Three participants were given the "downed" airplane to survive with and they were able to use the fuselage, one wing, horizontal stabilizer, along with snow, to make a very comfortable warm shelter.

The instructors demonstrated how to cut snowblocks, build shelters, signalling techniques and talked about different survival kits which they displayed.

They emphasized that with everything considered it is probably best for pilots to make up their own survival kits tailored to their specific needs based upon the type of flying they do.

Everyone learned different or new techniques in winter survival and some who already had previous training experiences still went away with new ideas.

This was a very good educational program and the Aeronautics Division plans to offer it again next winter providing funding is again available.

Administrator's Column

Air Safety Foundation Issues Warning: The AOPA Air Safety Foundation has issued a warning to pilots flying in the Denver area and using the new (March 9, 1994) VFR Terminal Area charts and sectional charts. These new charts were published to accommodate the new Denver International Airport which was to have opened March 9 and has now been delayed until May 15. This is the fourth time the new DIA has been scheduled for opening (October 31, December 19, March 9). Pilots must rely on their old (October 14, 1993) chart information until DIA actually opens.



Senate Approves Product Liability Bill: Senator Nancy Kassebaum's S-1458 Bill finally got to the Senate floor and received an overwhelming 91-8 favorable vote. This is the first time in eight years that such a bill has reached the floor for a vote even though there were four compromises made: extending the 15-year statute of repose to 18 years; if the manufacturer knowingly misrepresented to the FAA, or concealed, or withheld from the FAA, required information that is material and relevant to the performance or the maintenance or operation of such aircraft or component that is casually related to the harm which the claimant allegedly suffered; if the claim involves a passenger who was receiving medical or other emergency evacuation services; or, if the claim involves a person who was not on board the aircraft but who was injured or killed in an aircraft accident. The bill will now go to the House where there are 282 co-sponsors for Reps Glickman, Kansas, and Hansen, Utah, Bill (H.R. 3078); however, it is reported that they will push the passed senate bill (S-145) instead of their own in order to avoid a conflict between the two bills and chance any loss of momentum to pass the bill. WE SHOULD ALL EXTEND A BIG THANK YOU TO BOTH SENATOR BURNS AND SENATOR BAUCUS FOR THEIR "YES" VOTE ON THE SENATE BILL. It is also important to note that Representative Pat Williams is one of the co-sponsors on the House bill.



VA Flight Training: The VA flight training program is due to expire October 1994 unless Congress extends the program. Senator Daschle of SD was the chief sponsor of the 1990 bill which reinstated the VA Flight Training Program, and it is anticipated that he will continue with his strong support in getting the bill extended. The program provides reimbursement of up to 20% over the flight schools minimum requirements for both ground and flight instruction. Solo flight as well as pre and post flight discussions are also eligible. To qualify, a veteran of both active duty and reserve duty is eligible but they must first hold a private pilots license.



Aviation Organizations Strongly Oppose Privatization of FAA: The Administrations proposal to privatize the FAA Air Traffic Control System by creating a federal corporation similar to the U.S. Post Office/federal corporation is being poorly received. The Aircraft Owners and Pilots Association (AOPA), Experimental Aircraft Association (EAA), National Business Aircraft Association (NBAA), National Air Transportation Association (NATA) and others have grave concern over this proposal and are mounting a strong lobby against its passage in Congress. The biggest concern is that there will be user charges for services such as weather briefings, filing flight plans, any radio contacts with air traffic controllers. The philosophy is that you pay an additional fee for anything you use even though you have already paid for these services through your income taxes plus the user taxes you have paid into the aviation users trust fund. It is also feared that the ATC system will be driven by the major shareholders - the airlines - and that general aviation will be "priced" out of the system if this federal corporation is created. I fear that if general aviation is to survive at all, it will be forced to by-pass the system to avoid the charges and thus safety will be jeopardized. Are you going to check weather, file a flight plan or request flight following for a VFR flight? Probably NOT! You may make alternate arrangements to get some of the in-



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EAA Air Academy Fundraiser Successful

The generosity of the aviation community was once again very visible during the annual aviation conference. Thank you to those who donated \$2 to purchase a "stick-on" airplane. Funds totalling \$643 were donated.

This is the second consecutive year that the Division has received a \$100 contribution from an anonymous employee from the Federal Aviation Administration. Also, Don Misevic, Stevensville, was the winner of a drawing conducted for a round-trip airline ticket on Big Sky Airlines. Don asked that the ticket be auctioned off and donated the \$125 to this program. Frank Bass served as auctioneer and Fred Booth of Highwood was the successful bidder. A special thanks to each one of you.

These funds are used to send a young Montanan to the EAA Air Academy held each July in Oshkosh, WI.

The Aeronautics Division sponsors an aviation awareness art contest and the senior division winner is awarded an all expense paid trip to the academy.

Northwest Airlines for many years has generously provided complimentary round-trip air transportation to Oshkosh for the winner. Many thanks to our friends at Northwest Airlines for their support of this important aviation education program.

A reminder to all students that poster entries are due into the Aeronautics Division by April 29. (See related article)

EAA Air Academy '94

The EAA Aviation Foundation is offering young people aged 15-17 the "aviation experience of a lifetime" at EAA Air Academy '94. The academy is an intensive 16-day learning experience designed especially for young people interested in aviation. "For many, this is a once-in-a-lifetime opportunity to meet and work closely with aviation professionals in both classroom and workshop settings," said Tom Poberezny, EAA Foundation President.

Students learn through "hands-on" projects in woodworking, fabric covering, work with composites and many other aviation skill areas. Academy participants eat, work and sleep airplanes as the educational activities carry over into group social experiences.

Foundation Education Director Chuck Larsen said the learning which takes place during the Air Academy goes far beyond airplanes.

Application deadline is May 1. To receive an application or for more information regarding academy activities and scholarship possibilities, contact the EAA Aviation Center, P.O. Box 3065, Oshkosh, WI 54903-3065 or call (414) 426-4888 or 4800.

GPS Operational

(Reprinted from National Association of State Aviation Officials Newsletter with permission)

On February 17, 1994, the Global Positioning System (GPS) was declared operational by FAA Administrator David Hinson who hailed the event as "the most significant advancement in the history of navigation in our time." The announcement of an "operational status" for the 24-satellite GPS constellation integrates the new navigation system into the U.S. Air Traffic Control system. At the same time, Hinson announced the certification of the first two GPS receivers capable of oceanic, domestic, enroute, terminal and non-precision approaches. The FAA indicated that its next goal is to provide, by 1996, Wide-Area Differential GPS coverage which will provide near-precision approach minimums to airports.

Calendar

- April 9** — Eastern Montana Rendezvous Work Session/Picnic, West Poplar Airstrip
- April 22** — MT Aero. Board Meeting, Helena
- April 29 - 30** — General Aviation Fly-in, Laurel
- May 21 - 22** — Namao Int'l Airshow
- May 27 - 30** — Benchmark Work Session
- June 4** — Miles City Airport Appreciation Day
- June 7 - 12** — MAAA Air Tour
- June 18 - 19** — Annual Father's Day Antique Fly-in, Beacon Star Antique Air Field, call Frank Bass 538-7616, more info. next month
- June 25** — Plains Fly-in, breakfast and lunch
- July 6 - 10** — Northwest EAA Fly-in, Arlington, WA
- July 7 - 9** — Sixth Annual Seeley Lake Fly-in, contact Aeronautics Div. 444-2506 for itinerary and registration form
- July 8 - 10** — Family Fly-in and Safety Expo, Helena
- July 9** — Dutton Fun-day, Fly-in, EAA Young Eagle Rides, for info. call 476-3315
- July 15 - 16** — Anaconda Fly-in
- July 15 - 17** — Schafer Meadows Work Session
- July 23 - 24** — Big Sky Int'l Airshow, Billings
- August 4 - 7** — MAAA Fly-in, Three Forks
- August 26 - 27** — Annual Barnstormers Fly-in, Columbus

Mode-C Update

(Reprinted from National Association of State Aviation Officials Newsletter with permission)

With the December 31, 1993 lapse of Special Federal Aviation Regulation (SFAR) 62, a Mode-C transponder is required for aircraft operating within a 30-nautical mile radius of all Class B Airspace, previously designated as Terminal Control Areas. SFAR-62 suspended the requirement for Mode-C equipment at several hundred airports located near the boundaries of, and beneath, Class B airspace. The special regulation expired before FAA could reissue a similar rule allowing aircraft without a Mode-C transponder to proceed to and from those airport traffic patterns. According to the FAA, it may take several months for the new regulation to be issued, due to changes in altitude restrictions and the addition and deletion of new and closed airports. Until the final rule is published, operators of aircraft without the transponders should contact their local Flight Standards District Office to obtain a waiver.

1994 Aviation Conference Memories...

Close to 50 aviation representatives from across the U.S. and Canada brought displays for the trade show. Exhibitors included:



Omaha Airplane Supply, Omaha, Nebraska



Standard Aero, Winnipeg, Manitoba



Superior Air Parts, Portland, Oregon



AMR Combs, Memphis, Tennessee and Precision Propeller, Boise, ID



P&WC Aircraft Services, Wichita, Kansas



Turbo West, Broomfield, Colorado



Julie Clark, Captain for Northwest Airlines and aerobatic performer was the keynote speaker at the awards luncheon. Julie also presented a video tape of her aerobatic routine performed in her MOPAR T-34.



Bob Lipscomb, President, Montana Pilots Association presents Amy Burger of Helena with the Junior Pilot of the Year Award.



J. L. "Tuck" Barrett of Cascade was honored by Frank Bass, Montana Pilots Association Awards Chairman, as the Senior Pilot of the Year.

Aviation Awareness Career Program

Many aviation professionals shared their training and experiences with junior and senior high school students from the Billings area. More than 200 students participated in the aviation/awareness

career day. Career panel representatives from the airlines, general aviation industry, military branches, government, and educators participated in the program.



Concurrent session speakers provided valuable information to conference participants. A variety of both entertaining and educational sessions were offered during the three days. Speakers shown are:



Captain Brent Luebke, 440 (Transport and Rescue) Squadron, Canadian Forces Base Edmonton



Sterling Starr, experienced glider pilot and enthusiast



Al Lange, Acting Executive Director, National Air Transportation Association (NATA)



David Kennedy, Director Legislative Affairs, Aircraft Owners and Pilots Association (AOPA)



Captain Noyes Stickney, 99th Electronic Combat Range Group, Forsyth



Marian McGinnis, Tim McGinnis and Martin Elshire awarded thousands of dollars worth of donated door prizes during lunch on Friday. Thanks to the many generous exhibitors who contributed.



Paul Poberezny, Founder and Chairman of the Board, Experimental Aircraft Association (EAA), was the featured speaker at the banquet. Mr. Poberezny gave a splendid presentation on the history of the Association.



A group enjoys the show by Billings' Calamity Jane Players. The group provided a entertaining floor show following the banquet.

Winter Survival Clinic



Dedicated participants attended classroom instruction until late Friday evening and again bright and early Saturday morning.



Good company and grub around was enjoyed by all around the campfire.



Skip Stoffel demonstrates use of a signal flare at left which is a good idea for all survival kits. At right Skip shows how to cut snowblocks to be used in preparing your snowshelter.



A variety of creative shelters were constructed. These two participants spent a refreshing night in their shelters.



These three made do with the "downed" airplane that was transported to the field site by the Aeronautics Division.

Museum of Mountain Flying

A group of aviation enthusiasts in Missoula have launched an effort to create a Museum of Mountain Flying. They have incorporated and purchased 2.8 acres east of Johnson-Bell Field.

Steve Smith, Missoula author and founding member of the museum, said the group wants to create a dynamic, living, breathing place that both preserves the history and attracts young people to the field of aviation.

Already on the property are three old Johnson Flying Service buildings that have not been used since the company disbanded in 1975. Bob Johnson and his mountain pilots pioneered the use of airplanes and helicopters to ferry people and supplies into the backcountry. "They were aviation pioneers in the classic sense and were in Missoula," Smith said.

Missoula's museum will be loosely patterned after the Museum of Flight at Boeing Field in Seattle. The group already has its first aircraft, a 1967 Bell helicopter like those used by Johnson Flying Service for years.

Yet to be acquired, but a necessity, is a Ford Tri-Motor, the workhorse that was the backbone of mountain flying, payload dropping and smokejumping for years.

The foundation will soon have a brochure circulating far and wide in a fund-raising effort.

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formation and improvise your own personal flight plans but even so, you will not be using the best information available or services now provided. I say that something needs to be done to correct any deficiencies which may be plaguing the present ATC system and bring it up to the standard desired instead of creating a new system which will have all of the same problems and likely many more. IF IT'S BROKE, THEN FIX IT! DON'T TURN YOUR BACK ON IT AND CREATE A NEW PROBLEM.



April 1994

PO Box 5178
Helena, Montana 59604

Airport Directory Change

On page A-14 of your 1994 Montana Airport Directory, update GTF AFSS frequencies shown on state map as follows:

Broadus 122.3

Glendive 122.55

Lewistown 122.35 (add)

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